

STATE OF HAWAII
DEPARTMENT
OF TRANSPORTATION

FEDERAL
FISCAL YEAR
2003

SAFE COMMUNITY
TRAFFIC SAFETY
ANNUAL REPORT

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TRAFFIC SAFETY HIGHLIGHTS

- ◆ Reduced the number of fatalities by 15 percent from 140 to 119 in 2002
- ◆ Increased seat belt use from 83.5 percent to 91.8 percent
- ◆ Increased the percentage of restrained infants from 90.9 percent to 95.4 percent
- ◆ Increased the percentage of restrained toddlers from 59.5 percent to 62.2 percent
- ◆ Increased the percentage of restrained teens in the back seat from 31.7 percent to 78.1 percent
- ◆ Screened 54,765 vehicles at sobriety checkpoints
- ◆ Developed a statewide standard treatment assessment form for DUI offenders

A MESSAGE FROM THE GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

Aloha,
There was good news on Hawaii's roadways for 2002. We are happy to report that traffic fatalities in the Islands decreased by 15% from 140 in CY 2001 to 119 in CY 2002. This is the lowest amount of fatalities since CY 1998, when there were 98 traffic fatalities.

We also achieved success by decreasing the amount of alcohol-related fatal crashes by 26%; raising our seat belt use rate statewide by 10% to an all time high of 91.8%; increasing our infant and toddler restraint use rates by 10%; and improving the time Emergency Medical Services takes to respond from notification to arrival at the hospital by 24% in urban areas and by 29% in rural areas.

Part of our overall success in traffic safety is due to the high-profile "Click It or Ticket" (CIOT) seat belt use campaign that has generated awareness of the importance of buckling up. Hawaii first participated in the CIOT campaign in FFY 2002 and continued the program this year. To date, Hawaii is currently the second highest state in the nation in seat belt usage. Our goal is to reach 95% seat belt usage rate by FFY 2005.

Hawaii continued to work with our federal partners in the national alcohol and seat belt mobilizations efforts in FFY 2003. We plan to continue the alcohol mobilization efforts in December 2003 and the seat belt mobilization efforts in May 2004 for our CIOT campaign next year.

To encompass the larger picture, we have launched a social marketing program that begins with a foundation of research. SMS Research & Marketing Services, Inc. was contracted to conduct research, analysis, survey interviews and focus groups to gather pertinent data on key traffic safety questions in Hawaii, such as: why Island motorists drive at extreme speeds; why pedestrians do not use crosswalks; why motorcycle riders do not wear helmets; and why 8% of our population continues to resist wearing seat belts. The goal is to identify the most effective means by which to get these groups of people to obey traffic laws and create a safer environment on our roadways.

While some areas continue to offer challenges, we will continue to be proactive in addressing those issues. For example, in 2003 there was an increase in alcohol involvement in our fatal crashes. As a result, we have increased our commitment to conducting sobriety check points, as they are our most effective tool in preventing drunk driving, and we will continue to do so next year. We will also increase the use of roving police patrols to look for drunk drivers who avoid sobriety checkpoints.

We have also started the assessment of the Administrative Driver Revocation process this year and should complete the assessment in the next fiscal year. The assessment will provide us with ideas on how to streamline the process, cut down on paperwork for the police and provide a better understanding of the process for everyone involved.

We were able to sponsor an Alcohol Forum for judges,



administrative staff for the Judiciary and treatment providers in 2003. The forum goal was to bring together the adjudicators and treatment people together to improve the system to treat drunk drivers. As a result of the forum, a statewide standardized form was created for treatment providers to use.

Furthermore, we will implement an underage prevention program next year to reach parents of children 9 to 15 years of age by conducting presentations in the community. There will be at least thirty presentations addressing the increase use of alcohol among this age group. By providing the facts, we hope to show adults that they do make a

difference in their children's lives.

Addressing the important issue of pedestrian safety among our senior citizens — the age group which data shows has the largest percentage of pedestrian fatalities — we have developed a pedestrian coalition for the elderly on Oahu. The elderly pedestrian coalition will create a strategic plan to decrease the amount of elderly pedestrian fatalities.

The Safe Community Office (SCO) continued to be the cornerstone of the highway safety program NHTSA grants program. The SCO will continue to work with all partners in the highway safety arena in Hawaii and is working diligently to bring more community-based programs into the highway safety network. SCO will be looking into bringing the business community in as a strong partner and develop coalitions to counter growing concerns about senior pedestrians and over use of data.

On the legislative front, additional challenges remain. Hawaii Department of Transportation (HDOT) and its highway safety partners plan to introduce legislation in 2004 in support of the following issues:

- ◆ Mandate booster seats
- ◆ To allow refusals for an alcohol test to be used in court
- ◆ Graduated driver licensing
- ◆ Universal seat belt law
- ◆ Study of red light camera enforcement program

Our traffic fatality rate per 100 million miles of travel has decreased by 19% from 1.6 in 2001 to 1.3 in 2002; however, there is still a long way to go to solve all the problems that exist on our highways. We are committed to our expressed goals and will continue to work with our highway safety partners and all members of the local community to make Hawaii's streets safe for everyone. Please continue to buckle up and drive safely.

A handwritten signature in black ink, reading "Rodney Haraga". The signature is fluid and cursive, with a long horizontal line extending to the right.

Rodney Haraga
Director
State of Hawaii Department of Transportation

ALCOHOL COUNTERMEASURES

The goal of Hawaii's countermeasures program was to reduce the number of alcohol-related fatalities and injuries through enforcement and education. During federal fiscal year 2003, we sought new ways to reach the general public to remind them of the dangers of driving while impaired. In the upcoming year, we will continue to find new ways to educate the public, especially parents of teenage children.

Sobriety Checkpoint Enforcement Program

The four county police departments continued to conduct sobriety checkpoints to deter alcohol and/or drug impaired drivers. During the 2003 grant period, 54,765 vehicles were checked and 188 DUI arrests were made.

Judiciary – Judges Training

The goal of this project was to increase knowledge and awareness of newly appointed District Court Judges regarding traffic law developments. A new judge was selected and attended a traffic court seminar at the National Judicial College and learned about the latest case law developments in the area of traffic law regarding DUI and DUID.

Judiciary – Alcohol Forum

A one day DUI Symposium brought together members of the Judiciary and driver education division, certified substance abuse counselors and substance abuse treatment providers for an open discussion on how to handle defendants convicted of operating a vehicle under the influence of an intoxicant. The goal of the conference was to develop a statewide standard treatment assessment form counselors could send to judges. This was accomplished during the grant period.



Youth Deterrence Enforcement Statistics

| | Under 21 Arrests (.08 +) | Zero Tolerance Arrests |
|--------------|-----------------------------|---------------------------|
| Honolulu | 118 | 23 |
| Hawaii | 50 | 26 |
| Maui | 37 | 4 |
| Kauai | 35 | 4 |
| Total | 240 | 57 |

Youth Deterrence Enforcement Program

The Maui Police Department joined forces with the Maui County Liquor Control Officers to conduct checks at 21 different liquor establishments for sales to minors, which resulted in 4 violations. The Hawaii County Police Department used plain clothed officers to enforce under-aged drinking in public places and at large gatherings. HCPD conducted 38 operations, which resulted in 156 arrests for under aged drinking in addition to 71 other arrests.

Sobriety Checkpoint Enforcement Statistics

| Department Police | Grant SCP | County SCP | DUI Arrests | Other Arrests | Citations | SB/CR Citations | Vehicles Checked |
|-------------------|------------|------------|-------------|---------------|--------------|-----------------|------------------|
| C&C Honolulu | 53 | 59 | 24 | 25 | 908 | 12 | 3,940 |
| Hawaii County | 96 | 120 | 136 | 287 | 1,978 | 469 | 41,347 |
| Maui County | 36 | 7 | 24 | 39 | 145 | 18 | 3,650 |
| Kauai County | 32 | 11 | 4 | 7 | 266 | 34 | 5,828 |
| Total | 217 | 197 | 188 | 358 | 3,297 | 533 | 54,765 |

SCP = Sobriety Checkpoints

SB = Seat Belt

CR = Child Restraints

Mothers
Against Drunk
Driving event.



Adult Friends For Youth

One of Hawaii's most innovative programs, Adult Friends For Youth provides driver education to high risk unlicensed youth and young adults. The program strives to improve traffic safety by teaching these unlicensed youth how to become responsible drivers, and more importantly to become responsible citizens. During the past year, 47 students were enrolled in the program. Of these, 33 obtained learners permits and 14 received their driver's licenses.

Department of Education

The Department of Education's program used educational campaigns and activities to train youth and parents on injury prevention and underage drinking to promote traffic safety. During this past grant period, the Department of Education conducted 52 Project Graduation events for 5,000 seniors, coordinated 2 educational fairs and distributed safety materials to students.

Kau Rural Health Community Association

The goal of the project was to reduce DUI related crashes, injuries and arrests in the district of Kau on the island of Hawaii. Funds were used to distribute informational material at community events and also sent to local schools, churches, hospitals, businesses and civic organization.

Kauai Liquor Control's Drunk Busters Project

This project funded the purchase of 12 Drunk Busters goggles and 12 Drunk Busters Twilight Vision goggles. The goggles were used in conjunction with the video DUI: Dead in 5 Seconds in an effort to reach high school students. During the federal fiscal year 2003, the program reached 1,700 students, grades 5 – 12, on the island of Kauai.

Mothers Against Drunk Driving

The goal of MADD's project was to increase exposure of their message to the community. Through their Youth Alcohol Impact Program, school presentations were made during the year to 6th through 12th grade students in private and public schools. MADD conducted 24 presentations, with approximately 1,110 students participating. Victim Impact presentation continued bi-weekly for District Court Division of Driver's Education DUI Classes. It is often reported to be one of the most effective components of the class. MADD also increased their volunteer base by recruiting 33 new volunteers to assist with various office related activities and 50 first-time volunteers to help with MADD-Hawaii events.

DOE Participation Statistics

| | # of Students | # of Adults | # of Handouts | # of Schools |
|---------------------------------------|---------------|--------------|---------------|--------------|
| Parent Traffic Safety Conferences | 20 | 160 | N/A | 25 |
| Elementary Traffic Safety Conferences | 1,600 | 200 | 1,800 | 70+ |
| Public Exhibits | 6 | 2 | 1,000 | N/A |
| National Meetings and Conferences | 5 | 2 | N/A | N/A |
| Project Graduation/Prom | 5,000 | 2,500 | N/A | 52 |
| Elementary Educational Resources | N/A | N/A | 58,500 | 160+ |
| High School Educational Resources | N/A | N/A | 13,000 | 30+ |
| Total | 6,631 | 2,864 | 74,300 | 337 |

In federal fiscal year 2003, Hawaii's seat belt usage rate increased to 91.8 percent, the second highest in the nation. Hawaii's new goal is to increase seat belt usage rate to 95 percent by 2005.

Occupant Protection Enforcement Program

Hawaii's four county police departments continued to conduct overtime enforcement focused on occupant protection. All four departments participated in the May and November Click It Or Ticket mobilizations. Statewide 26,596 citations were issued for FFY 2003.

In addition to enforcement, the Hawaii County Police Department issued nine news releases, 142 police officers received training to increase seat belt enforcement, "Click It Or Ticket" posters were placed in 40 public schools, 1,920 children in 16 schools and the YMCA program received "Click It Or Ticket" presentations.



Hawaii County Click It or Ticket coordinators.

Someone Special Program

One of Hawaii's most unique and beloved projects, the Someone Special Program continued to delight children across the state. The program teaches children that they are someone special and should take care of themselves. Whether it's crossing the street safely, learning to buckle up or wearing a helmet while riding a bicycle, children learn that they are important. During federal fiscal year 2003, the Someone Special Program reached 8,520 children, ages 4-6, statewide.

Keiki Injury Prevention Coalition (KIPC) Child Restraint Educational Program

The Keiki (Hawaiian for the word "child") Injury Prevention Coalition and the Safe Community of Maui, worked to make Hawaii a safer place for children. To achieve this goal, the coalitions (Oahu KIPC, Kauai KIPC, Big Island KIPC and Safe Community of Maui) provided free community car-seat checks, maintained fitting stations and trained CPS technicians. Through their tireless efforts, 100 percent of the state's population has access to child safety seat assistance.



Hawaii County Mayor Harry Kim signed a proclamation on May 19, 2003 proclaiming "Buckle Up America Week."

Occupant Protection Enforcement Statistics

| Police Department | Seat Belt Grant Citations | County Seat Belt Citations | Child Restraint Citations | Total County Citations |
|-------------------|---------------------------|----------------------------|---------------------------|------------------------|
| C&C Honolulu | 3,582 | 4,821 | 654 | 9,053 |
| Hawaii County | 3,853 | 6,138 | 382 | 10,373 |
| Maui County | 4,947 | 125 | 39 | 4,986 |
| Kauai County | 451 | 1,533 | 71 | 2,055 |
| Total | 12,833 | 12,617 | 1,146 | 26,596 |



Maui Fire Department recruits.

Maui Fire Department Child Passenger Safety Program

We are pleased to announce that the Maui fire Department has made the Standardized NHTSA Child Passenger Safety Training a regular part of their recruit training. They plan to offer their fire stations as fitting stations when enough of their recruits become CPS technicians. During federal fiscal year 2002, 25 of their new recruits became certified technicians.

Kauai KIPC Shattered Dreams

In addition to their child safety seat activities, Kauai KIPC coordinated the Shattered Dreams program on the island of Kauai. A massive undertaking, Kauai KIPC was able to bring the community together to initiate the drunk driving awareness program at Kapaa High School. Kauai KIPC was able to coordinate the 15 teams responsible for different aspects of the program. The program was praised by parents, students and educators and helped create awareness of the effects of driving while impaired by simulating a car accident in the school parking lot. Approximately 500 juniors and seniors at Kapaa High School participated in the program.



Shattered Dreams volunteers simulate a fatal crash scene at Kapaa High School, Kauai.



Maui Fire Department recruits assist at community car seat checks.

| KIPC Participation Statistics | | | | | |
|--|-------------|-------------------|--------------|-------------|--------------|
| Activities | Oahu | Big Island | Kauai | Maui | Total |
| 4-day Training | 2 | 3 | 1 | 1 | 7 |
| No. Trained | 32 | 22 | 5 | 25 | 84 |
| 2-day Training | 0 | 2 | 0 | 0 | 2 |
| No. Trained | 0 | 10 | 0 | 0 | 10 |
| Community Check-ups | 14 | 14 | 10 | 20 | 58 |
| No. Served | 569 | 265 | 297 | 424 | 1,555 |
| No. of Fitting Stations | 8 | 5 | 5 | 10 | 28 |
| No. of Individuals Teachings | 4,846 | 238 | 130 | 145 | 5,369 |
| No. of Individual Installations | 811 | 219 | 144 | 145 | 1,319 |
| No. of Calls to Keiki Car Seat Hotline | 1,018 | N/A | N/A | N/A | 1,018 |
| 1-day Refresher Course | 0 | 1 | 1 | 1 | 3 |
| No. Trained | 0 | 11 | 5 | 12 | 28 |

Speed control continued to be a major concern in Hawaii.

Speed Control Enforcement Program

The four county police departments conducted overtime enforcement focusing on speeding in addition to their normal traffic duties. Officers issued a total of 44,394 citations for speeding during the 2003 grant period.

Hawaii County Police Department also purchased five laser units to upgrade their equipment inventory. In addition to the speeding citations they issued, they also made 7 arrests for racing on highways during three operations concentrating on known "outlaw racing" locations.



Safe Community of Maui's project traffic signs remind drivers to slow down in school zones, in neighborhoods and in construction zones.

Speed Control Statistics

| Police Department | Project Funded Citations | County Funded Citations |
|-------------------|--------------------------|-------------------------|
| C&C Honolulu | 727 | 30,856 |
| Hawaii County | 1,104 | 6,700 |
| Maui County | 1,662 | 2,124 |
| Kauai County | 313 | 908 |
| Total | 3,806 | 40,588 |

Safe Community of Maui

This non-profit organization works with various groups to reduce speeding in their neighborhoods. Through the use of speed monitor and data collection devices, the project coordinator compiled the data and sent it to Maui legislators to use for upcoming traffic safety bills.



Hawaii County Police Department Crossing Guard Training

The Hawaii County Police Department conducted two training sessions, a two-hour pedestrian safety course for 40 school crossing guards and a two-hour senior citizen pedestrian safety course for senior citizen organizations. Police officers and Traffic Services staff also conducted 130 inspections of school crossing guards and provided in-service training when necessary.

Safe Community of Maui Pedestrian Program

The Safe Community of Maui program teamed up with Coco Nut the Clown to do safety pedestrian and bicycle safety demonstrations. The presentations focused on children grades kindergarten through 3rd grade.



Coco Nut the clown uses humor to educate children about pedestrian and bicycle safety.

Kona Heavens Neighborhood Watch

The goal of the program was to create a website to promote issues that affect the Kona community including traffic safety information. The website provides local reports, national traffic safety facts as well as information on topics such as child safety seats and driving under the influence.



Kona Traffic Safety Committee

The Kona Traffic Safety Committee had four different projects during federal fiscal year 2003. The projects included an informational traffic safety brochure for Japanese visitors, a display documenting the history of traffic safety in Kona, an informational website and a public service announcement to educate and inform drivers about the "no zone" around trucks.



The goal of our police traffic services grants was to reduce the amount of time it took to investigate a crash scene while improving investigation techniques. This enabled the police departments to reduce the amount of time roads are closed while maintaining the integrity of their investigations.

Three of Hawaii's four police departments were issued grants for advanced traffic investigation training and to upgrade their equipment and software.

An At-Scene Traffic Crash/Traffic Homicide Investigation class, taught by the Institute of Police Technology and Management, was held in Honolulu. The four county police departments sent officers to the class, a total of 30 participated.

An Advanced Crash Investigation Course was also offered, 28 officers attended.

One officer from Maui attended a three-day training and certification course on the use of Crash Data Retrieval Instrument. As a result, the Maui Police Department can extract data from certain makes and models of vehicles as part of their investigation.

American Medical Response and the Kauai Paramedics Association used highway traffic safety funds to partially purchase a fully animated and innovative robot called Andy the Ambulance. Since his arrival on Kauai, Andy the Ambulance has been busy educating Kauai's children and seniors about traffic safety issues such as pedestrian safety and occupant protection.

Maui Fire Department Equipment Request

Grant funds were used to purchase equipment for the department to maintain the standard of care at a vehicle crash scene. Equipment that was purchased included a "Jaws of Life" tool set, stabilization cribbing set, plastic spine boards and immobilization straps.

Andy the Ambulance and a few of his new friends.



The goal of the Traffic Records program was to provide data to the HDOT Highways Division and to increase the accuracy of motor vehicle crash reports.



Maui Police Department Data Records Project

The goal of the Maui Police Department was to provide data on a timely basis and increase the accuracy of motor vehicle crash reports by converting the current accident report form into an electronic format that could be used to transmit data from one department to another. At the end of the grant period, motor vehicle traffic accident forms 300B, 314 and 314, have all been developed and converted to electronic formats and added to the Maui Police Department's Report Warrior reporting system. The majority of reports are now being prepared on electronic forms and are ready for transmission to partner agencies. Officer Marc Hodges, who converted the forms into the electronic format, was asked to introduce Maui Police Department's Traffic data Project at the Annual Traffic Records Forum held in Denver, Colorado, July 14-17, 2003.

Although motorcycle safety continues to be an area of concern, there were no motorcycle projects during federal fiscal year 2003.

HAWAII PERFORMANCE GOALS

2003 ANNUAL PERFORMANCE REPORT

| Program Group or Area | 1997 | 1998 | 1999 | 2000 | 2001 | 5 yr avg | 2002 | % Change 2001 vs. 2002 | % Change 5 yr avg vs. 2002 | % Change 1997 - 2002 |
|---|--------|--------|--------|--------|--------|----------|--------|------------------------------|----------------------------------|----------------------------|
| TOTAL PROGRAM | | | | | | | | | | |
| Total Fatalities | 131 | 120 | 98 | 131 | 140 | 124 | 119 | -15% | -4% | -9% |
| The number of fatalities decreased from 140 for 2001 to 119 for 2002, a 15 percent decrease. The 119 fatalities are the second lowest ever recorded. We will continue to work towards decreasing our fatalities through education and enforcement. | | | | | | | | | | |
| Total Injuries | 11,190 | 10,303 | 9,604 | 9,068 | 8,596 | 9,752 | 8,938 | +4% | -8% | -20% |
| The number of total injuries increased from 8,596 (2001) to 8,938 (2002), a 4 percent increase. However, the 5-year average compared to 2002 showed a 8 percent decrease, and 1997 compared to 2002 showed a 20 percent decrease. | | | | | | | | | | |
| ALCOHOL | | | | | | | | | | |
| Drinking Drivers in Fatal Crashes | 42 | 47 | 37 | 30 | 38 | 39 | 28 | -26% | -28% | -33% |
| The number of drinking drivers in fatal crashes decreased from 38 (2001) to 28 (2002), a 26 percent decrease. The 5-year average compared to 2002 showed a 28 percent decrease, and for 1997 compared to 2002, a 33 percent decrease. The decrease in percentages show that we are moving in the right direction. | | | | | | | | | | |
| 16-20 Age Group - Drinking Drivers in Fatal Crashes** | 5 | 10 | 2 | 4 | 3 | 5 | 6 | +100% | +20% | +20% |
| The number of drinking drivers fatal crashes for the 16-20 age group increased from 3 (2001) to 6 (2002), a 100 percent increase. The five-year average compared to 2002 showed a 20 percent increase, and for 1997 compared to 2002, a 20 percent increase. The numbers are so small that a comparison is difficult. | | | | | | | | | | |
| OCCUPANT PROTECTION | | | | | | | | | | |
| Safety Belt Survey (Front Seat Occupants) | 80.0% | 80.5% | 80.3% | 80.4% | 83.5% | 80.9% | 90.4% | +8% | +12% | +13% |
| The percentage of front seat occupants observed using a seat belt increased from 83.5 percent (2001) to 90.4 percent (2002), with an 8 percent increase. The five-year average compared to 2002 showed a 12 percent increase, and for 1997 compared to 2002, a 13 percent increase. Furthermore in CY 2003, we achieved the 91.8 percent usage rate by continuing the Click It or Ticket (CIOT) campaign. We will continue the CIOT strategy in FFY 2004. | | | | | | | | | | |
| Child Safety Seat Usage (Infants) *Oahu Only | 77.9%* | 84.4%* | 89.4%* | 89.8%* | 81.8%* | 84.7%* | 90.9%* | +11% | +7% | +17% |
| The percentage of infants observed using a child safety seat increased from 81.8 percent (2001) to 90.9 percent (2002), with a 11 percent increase. The five-year average compared to 2002 showed a 7 percent increase, and for 1997 compared to 2002, a 17 percent increase. We continue to move in the right direction. | | | | | | | | | | |
| Child Safety Seat Usage (Toddlers) *Oahu Only | 20.8%* | 37.0%* | 38.9%* | 45.9%* | 34.8% | 35.5% | 59.5% | +71% | +68% | +186% |
| The percentage of toddlers using child safety seats increased from 34.8 percent (2001) to 59.5 percent (2002), a 71 percent increase. The five-year average compared to 2002 showed a 68 percent increase, and for 1997 compared to 2002, a 186 percent increase. We have made tremendous improvements in this area via the 405 and 2003b grants. | | | | | | | | | | |
| All Occupant Fatalities (Percent Restrained) | 43.0% | 55.4% | 37.3% | 35.4% | 36.6% | 41.5% | 40% | +9% | -4% | -7% |
| The percent of restrained occupant fatalities increased from 36.6 percent (2001) to 40 percent (2002), a 9 percent increase. The 5-year average compared to 2002 showed a 4 percent decrease, and for 1997 compared to 2002, a 7 percent decrease. We have stopped the downward trend, and addressed this issue during the Click It or Ticket campaign, which included targeting pick up drivers and teenagers in the back seat. | | | | | | | | | | |
| 16-20 Age Group Fatalities (Percent Restrained) | 20.0% | 43.8% | 20.0% | 33.3% | 9.1% | 25.2% | 16.7% | +84% | -34% | -17% |
| For the 16-20 age group, the percent of restrained fatalities increased from 9.1 percent (2001) to 16.7 percent (2002), a 84 percent increase. The five-year average compared to 2002 showed a 34 percent decrease, and for 1997 compared to 2002, a 17 percent decrease. The number of fatalities is too small and fluctuates greatly each year. | | | | | | | | | | |
| 0-4 Age Group Fatalities (Percent Restrained) | 0% | N/A | 50% | N/A | 66.7% | N/A | 0% | -100% | N/A | 0% |
| The number of fatalities is so small that it is difficult to identify any trends. | | | | | | | | | | |
| SPEED CONTROL | | | | | | | | | | |
| Excessive Speed Fatal Crashes | 36 | 42 | 29 | 45 | 42 | 39 | 43 | +2% | +10% | +19% |
| The number of excessive speed fatal crashes stayed almost the same, 42 (2001) to 43 (2002). The five-year average compared to 2002 showed an increase of 10 percent, and for 1997 compared to 2002, a 19 percent increase. We will continue to work with the police departments to increase the use of unmarked cars to catch speeding vehicles; enforce speeding in residential areas; and use a speeding task force to increase speeding citations. | | | | | | | | | | |
| Excessive Speed Injury Crashes | 726 | 660 | 625 | 532 | 602 | 629 | 329 | -45% | -48% | -55% |
| The number of excessive speeding injury crashes dropped from 602 (2001) to 329 (2002), a 45 percent decrease. The five-year average compared to 2002 showed a 48 percent decrease, and for 1997 compared to 2002, a 55 percent decrease. This is a very positive trend. | | | | | | | | | | |

| Program Group or Area | 1997 | 1998 | 1999 | 2000 | 2001 | 5 yr avg | 2002 | % Change 2001 vs. 2002 | % Change 5 yr avg vs. 2002 | % Change 1997 - 2002 |
|-----------------------|------|------|------|------|------|----------|------|------------------------------|----------------------------------|----------------------------|
|-----------------------|------|------|------|------|------|----------|------|------------------------------|----------------------------------|----------------------------|

PEDESTRIANS/BICYCLES

| | | | | | | | | | | |
|-----------------------|----|----|----|----|----|----|----|------|------|------|
| Pedestrian Fatalities | 21 | 23 | 21 | 29 | 30 | 25 | 33 | +10% | +32% | +57% |
|-----------------------|----|----|----|----|----|----|----|------|------|------|

The number of pedestrian fatalities remained virtually the same from 30 (2001) to 33 (2002). The five-year average compared to 2002 showed a 32 percent increase, and 1997 compared to 2002 showed a 57 percent increase. We are working with the Honolulu Police Department and Department of Transportation Services to implement an educational awareness and enforcement campaign. We have also established a pedestrian task force to find solutions to this problem.

| | | | | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|------|
| Pedestrian Injuries | 679 | 648 | 615 | 629 | 524 | 619 | 578 | +10% | -7% | -15% |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|------|

The number of pedestrian injuries rose from 524 (2001) to 578 (2002), a 10 percent increase. The five-year average compared to 2002 showed a 7 percent decrease, and 1997 compared to 2002, a 15 percent decrease. We are concerned with the latest increase and it will be brought up to the pedestrian coalition.

| | | | | | | | | | | |
|----------------------|---|---|---|---|---|---|---|------|-------|-------|
| Bicyclist Fatalities | 1 | 1 | 1 | 1 | 7 | 1 | 4 | -43% | +300% | +300% |
|----------------------|---|---|---|---|---|---|---|------|-------|-------|

The number of bicyclist fatalities declined from 7 (2001) to 4 (2002), a 43 percent decrease. The five-year average compared to 2002 showed a 300 percent increase, and 1997 compared to 2002, a 300 percent increase. The numbers are so small that any comparison is difficult.

| | | | | | | | | | | |
|--------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|------|
| Bicyclist Injuries | 409 | 388 | 360 | 229 | 279 | 333 | 308 | +10% | -8% | +25% |
|--------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|------|

The number of bicyclist injuries rose from 279 (2001) to 308 (2002), a 10 percent increase. The five-year average compared to 2002 showed an 8 percent decrease, and 1997 compared to 2002, a 25 percent increase. The number of fatalities and injuries show an increasing trend. We will look for countermeasure programs to reduce the trend.

MOTORCYCLE

| | | | | | | | | | | |
|-------------------------|----|----|----|----|----|----|----|------|------|------|
| Motorcyclist Fatalities | 14 | 21 | 17 | 18 | 18 | 18 | 24 | +33% | +33% | +71% |
|-------------------------|----|----|----|----|----|----|----|------|------|------|

The number of motorcyclist fatalities increased from 18 (2001) to 24 (2002), a 33 percent increase. The five-year average compared to 2002 also showed a 33 percent increase, and 1997 compared to 2002, a 71 percent increase. This is the first real increase in the past four years.

| | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Motorcyclist Injuries | 445 | 374 | 379 | 387 | 372 | 391 | 394 | +6% | +1% | -11% |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|

The number of motorcyclist injuries rose from 372 (2001) to 394 (2002), a 6 percent increase. The five-year average compared to 2002 showed a 1 percent increase, and 1997 compared to 2002, an 11 percent decrease.

| | | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-----|-------|------|------|-----|
| Motorcyclist: % Helmeted in Fatal Crashes | 35.7% | 28.6% | 11.8% | 16.7% | 22.2% | 23% | 37.5% | +69% | +63% | +5% |
|---|-------|-------|-------|-------|-------|-----|-------|------|------|-----|

The number of motorcyclists that were helmeted rose from 22.2 percent in 2001 to 69 percent in 2002. The number or percent using helmets have always been small. We have finally seen a significant increase in usage rate in 2002. Our motorcycle education program that provides opportunities to many other motorcycle riders to attend class may have helped to increased helmet use.

TRAFFIC RECORDS

| | | | | | | | | | | |
|--|----|----|----|----|----|----|----|-----|----|-----|
| Drivers in AR Fatal Crashes (No BAC Given) | 17 | 18 | 13 | 15 | 15 | 16 | 16 | +7% | 0% | -6% |
|--|----|----|----|----|----|----|----|-----|----|-----|

The number of drivers in alcohol-related fatal crashes (with no BAC given) remains almost the same, with 15 for 2001 and 16 for 2002. The five-year average compared to 2002 showed a 0 percent increase, and 1997 compared to 2002, a 6 percent decrease. We will be working to change our accident report form.

EMERGENCY MEDICAL SERVICES

| | | | | | | | | | | |
|---|---------|---------|---------|---------|---------|---------|---------|------|------|------|
| Urban (Response Time - Notification to Arrival) | 7.2 min | 7.7 min | 8.3 min | 7.1 min | 8.4 min | 7.7 min | 6.4 min | -24% | -17% | -11% |
|---|---------|---------|---------|---------|---------|---------|---------|------|------|------|

The response time from the time of notification to the time of arrival in urban areas decreased from 8.4 minutes (2001) to 6.4 minutes (2002), a 24 percent decrease. The five-year average compared to 2002 showed a 17 percent decrease, and 1997 compared to 2002 showed an 11 percent decrease. A clear trend of decreased time may be due to our funding EMS with better equipment to extricate people in car crashes.

| | | | | | | | | | | |
|---|---------|----------|---------|----------|----------|----------|---------|------|-----|-----|
| Rural (Response Time - Notification to Arrival) | 9.2 min | 10.9 min | 8.7 min | 10.5 min | 13.5 min | 10.6 min | 9.6 min | -29% | -9% | +4% |
|---|---------|----------|---------|----------|----------|----------|---------|------|-----|-----|

The response time from the time of notification to the time of arrival in rural areas decreased from 13.5 minutes (2001) to 9.6 minutes (2002), a 29 percent decrease. The five-year average compared to 2002 showed a 9 percent decrease, and 1997 compared to 2002, showed a 4 percent increase. Rural areas have also been provided funding for extrication tools.

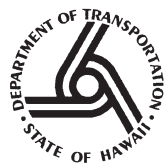
ANNUAL EVALUATION REPORT SUMMARY

| YEAR | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Population | 1,183,066 | 1,187,283 | 1,192,057 | 1,193,001 | 1,185,497 | 1,211,537 | 1,224,398 |
| Vehicles Miles Traveled (Millions) | 7,944.10 | 8,005.90 | 8,003.00 | 8,090.20 | 8,215.20 | 8,525.70 | 8,754.30 |
| Traffic Fatalities | 130 | 148 | 131 | 120 | 98 | 132 | 140 |
| Traffic Fatalities & Serious Injuries | 13,218 | 11,800 | 11,321 | 10,423 | 9,702 | 9,134 | 8,736 |
| VMF Fatality Rate | 1.6 | 1.8 | 1.6 | 1.5 | 1.2 | 1.5 | 1.6 |
| VMF Fatality & Serious Injury Rate | 166.4 | 147.4 | 141.5 | 128.8 | 118.1 | 107.1 | 99.8 |
| Population Fatality Rate (100,000) | 11 | 12.5 | 11 | 10.1 | 8.3 | 10.8 | 11.4 |
| Population Fatality & Serious Injury Rate (100,000) | 1,117.3 | 993.9 | 949.7 | 873.7 | 818.4 | 753.9 | 713.5 |
| Alcohol Involved Fatalities | 64 | 66 | 59 | 58 | 43 | 53 | 44 |
| VMF Alcohol Fatality Rate | 0.81 | 0.77 | 0.71 | 0.75 | 0.51 | 0.56 | .5 |
| Population Alcohol Fatality Rate | 5.4 | 5.2 | 4.8 | 5.1 | 3.5 | 4 | 3.6 |
| Percent Population Using Seat Belts | 80.0% | N/A | 80.0% | 80.5% | 80.3% | 80.4% | 90.4% |
| Percent Fatal Vehicle Occupants Unbelted | 48.0% | 51.1% | 51.1% | 34.7% | 57.6% | 54.9% | 67.6% |



FEDERAL AID REIMBURSEMENT

| Program Area/Project | HCS Federal Funds Obligated | Amount of Share-to-Local Benefit | Cumulative State/Federal Cost to Date | Cumulative Federal Funds Expended | Federal Funds Previous Amt. Claimed | Federal Funds Claimed This Period |
|--|-----------------------------------|--|---|---|---|---|
| NHTSA | | | | | | |
| NHTSA 402 | | | | | | |
| Total Planning and Administration | \$541.84 | \$.00 | \$1,083.68 | \$541.84 | \$541.84 | \$.00 |
| Total Alcohol | \$46,141.74 | \$17,050.00 | \$57,677.19 | \$46,141.74 | \$46,141.74 | \$.00 |
| Total Emergency Medical Services | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| Total Motorcycle Safety | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| Total Occupant Protection | \$129,757.67 | \$70,522.07 | \$162,197.10 | \$129,757.67 | \$129,757.67 | \$.00 |
| Total Pedestrian Safety | \$10,904.60 | \$8,991.56 | \$13,630.76 | \$10,904.60 | \$10,904.60 | \$.00 |
| Total Police Traffic Services | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| Total Traffic Records | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| Total Safe Communities | \$185,078.78 | \$7,907.78 | \$231,348.47 | \$185,078.78 | \$185,078.78 | \$.00 |
| Total Speed Control | \$112,528.23 | \$111,575.89 | \$140,660.30 | \$112,528.23 | \$112,528.23 | \$.00 |
| TOTAL NHTSA 402 | \$484,952.86 | \$216,047.30 | \$606,597.50 | \$484,952.86 | \$484,952.86 | \$.00 |
| 157 Incentive Funds | | | | | | |
| Total 157 Alcohol | \$203,019.12 | \$203,019.12 | \$253,773.91 | \$203,019.12 | \$203,019.12 | \$.00 |
| Total 157 Emergency Medical Services | \$23,565.00 | \$23,565.00 | \$29,456.25 | \$23,565.00 | \$23,565.00 | \$.00 |
| Total 157 Motorcycle Safety | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| Total 157 Occupant Protection | \$27,076.80 | \$27,076.80 | \$33,846.00 | \$27,076.80 | \$27,076.80 | \$.00 |
| Total 157 Pedestrian Safety | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| Total 157 Police Traffic Services | \$80,709.83 | \$80,709.83 | \$100,887.30 | \$80,709.83 | \$80,709.83 | \$.00 |
| Total 157 Safe Communities | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| Total 157 Speed Control | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| TOTAL 157 INCENTIVE FUNDS | \$334,370.75 | \$334,370.75 | \$417,963.46 | \$334,370.75 | \$334,370.75 | \$.00 |
| Total 157 FY 2002 Innovative Funds | \$237,833.88 | \$237,833.88 | \$237,833.88 | \$237,833.88 | \$237,833.88 | \$.00 |
| Total 157 FY 2003 Innovative Funds | \$22,294.36 | \$22,294.36 | \$22,294.36 | \$22,294.36 | \$22,294.36 | \$.00 |
| Total 405 Occupant Protection | \$104,000.00 | \$104,000.00 | \$416,000.00 | \$104,000.00 | \$104,000.00 | \$.00 |
| Total New 410 Alcohol | \$251,990.77 | \$237,685.27 | \$1,007,963.08 | \$251,990.77 | \$251,990.77 | \$.00 |
| Total 411 Data Program | \$94,521.71 | \$84,484.92 | \$378,086.84 | \$94,521.71 | \$94,521.71 | \$.00 |
| Total 2003b Child Passenger Protection | \$20,865.98 | \$20,865.98 | \$26,082.48 | \$20,865.98 | \$20,865.98 | \$.00 |
| TOTAL NHTSA | \$1,550,830.31 | \$1,257,582.46 | \$3,112,821.60 | \$1,550,830.31 | \$1,550,830.31 | \$.00 |
| GRAND TOTAL | \$1,550,830.31 | \$1,257,582.46 | \$3,112,821.60 | \$1,550,830.31 | \$1,550,830.31 | \$.00 |



State of Hawaii
Department of Transportation

Safe Communities Office
AliiAIMoku Building
869 Punchbowl St.
Honolulu, HI 96813

Ph: (808) 587-6300
Fax: (808) 587-6303

www.state.hi.us/dot

